

DIME NOVEL ROUND-UP

A magazine devoted to the collecting, preservation and literature of the old-time dime and nickel novels, libraries and popular story papers

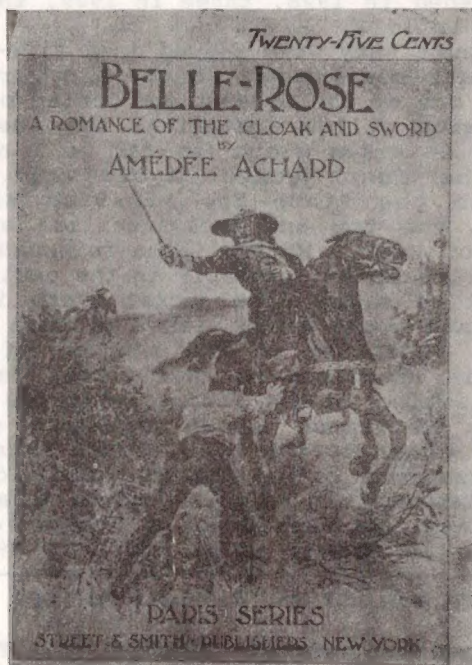
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EUSTACE ADAMS' ANDY LANE SERIES

By David K. Vaughan



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PARIS SERIES

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EUSTACE ADAMS' ANDY LANE SERIES

By David K. Vaughan

The twelve-volume Andy Lane series, written by Eustace Adams, is one of the classic juvenile aviation series of the golden age of flight (1927-1937). The central figure of the series, Andy Lane, is an industrious, middle-class youth who achieves fame and fortune through his flying skill. The series features fast action, technical accuracy, varied locales, and reasonably good writing. It also features excellent dust jacket art. The twelve volumes were written from 1928 through 1932, and generally reflect the latest developments in aviation technology and achievement. The above-average quality of the series is due to the fact that its author, Eustace Adams, was both a pilot and a professional writer. Of the twelve volumes in the series, three were published in 1928, three in 1929, three in 1930, two in 1931, and one in 1932.

Perhaps because they were issued in a five-year period, the volumes demonstrate consistency in the art work, bindings, and format. All but one of the Grosset and Dunlap books feature blue cloth bindings with yellow lettering; the last volume to the series was bound in green cloth (as far as I have been able to determine). The dust jacket layout was also remarkably consistent, with the "Into the Air with Andy Lane" motto inscribed across the top and individualized and colorful dust jackets by Seymour Ball. Whitman also reissued at least two of the Andy Lane series later, probably in the early 1940's.

On the back of every dust jacket there is a list of the published Andy Lane books along with a picture of Eustace Adams in flying gear. "standing on the pontoon of a huge bombing plane." Adams is described as having been "an aviator during World War I, enlisting in the famous Lafayette Escadrille after his second trip to France as an ambulance driver. He was transferred soon after to the U. S. Naval Aviation Service and flew with the squadrons patrolling the Atlantic coast." Nearly all of these statements can be validated in other sources.

Eustace Adams is listed as a member of the American Ambulance Service in France as of April 1, 1916, according to

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Friends of France: The Field Service of the American Ambulance described by its members (Boston: Houghton Mifflin, 1916). His home town is given as Newtonville, Massachusetts, and his univeristy is listed as Trinity. It is conceivable that he transferred from the ambulance service to the Lafayette Escadrille, for a number of other American ambulance drivers did so, including James McConnell and Walter Lovell. Of Adams' stay in the Lafayette Escadrille, however, there is no evidence.

The Lafayette Escadrille was a special squadron consisting of American volunteer aviators flying with the French Air Force, and was designated by a specific number, S. (later N.) 124. The activities of the squadron and of the men who served in it have been documented in a number of sources, and nowhere does the name of Eustace Adams appear. The authoritative publication by Charles Nordhoff and James Norman Hall, *The Lafayette Flying Corps*, a full account of every American pilot who flew with the French flying squadron, fails to mention Adams. It would have been a risky exaggeration of the facts for Adams to claim association with the Lafayette Escadrille when he had none; nor does this seem consistent with the other statements about his past, which can be supported.

Although there is no official acknowledgement of Adams' association with the Lafayette Escadrille, I have found something that looks suspiciously like an unofficial acknowledgement, in a cryptic reference to an inept pilot in Edwin C. Parsons' *The Great Adventure* (New York: Doubleday, 1937). Parsons, a full-fledged and colorful member of the Lafayette Escadrille, records the activities of many of his squadron-mates in *The Great Adventure*, his memoir of the unit. Parsons gives an account of a new pilot to the unit who wrecked two new SPAD aircraft while attempting to land at a field near Chaudun, France. According to Parsons' version, the new man whom he calls "Useless", destroyed two airplanes at the same spot on the airfield in two days!

As far as the Escadrille was concerned, that practically concluded his participation in the war. He was more of a menace to the French than he was to the Germans. He was transferred to being a truck driver (pilot) in a bombing outfit, where his habits found little favor, and a short time later he was painlessly separated altogether from French aviation.

This is admittedly slim evidence for Adams' association with the Lafayette Escadrille, but the fact that the name Parsons employs, "Useless", so closely matches the sound of Eustace, and the fact that Parsons uses the name repeatedly, combined with the general veracity of the other information about Adams' past, suggest that this may be a real link.

Evidence of Adams' service with the United States Naval Aviation Service can be found in his picture and a brief biographical statement in *Flying Officers of the U.S.N., 1917-1919* (Washington, DC: Naval Aviation War Book Committee, 1919). The caption to the photograph describes Adams as having attended

Naval Aviation ground school at the Massachusetts Institute of Technology and as having flown heavier-than-air craft at installations at Bay Shore NY, Montauk NY, Cape May NJ, Squantum MA, and Key West FL. His naval rank is listed as ensign, and his home town is once again identified as Newtonville MA.

It is not improbable that Adams could have served in the U. S. Naval Service after his (short) stay with the Lafayette Escadrille. Historical sources tell us that the Lafayette Escadrille was stationed at Chaudun, France, for a brief period beginning about 16 September 1917. If Adams finally left France by January 1918, he could have moved through the Naval Aviation training program and have been assigned as a pilot by the end of the war in November. His previous flying experience would likely have accelerated his progress through training.

A profile of Adams in the October 24, 1935 issue of *Argosy* Magazine describes Adams as forty-three years of age, married and the father of three children and a contributor to *Argosy* since 1928. He is described as having been a reporter on the *Boston Post*; an associate editor and later managing editor of *Popular Science Monthly*; a copy writer for an advertising agency; an automobile salesman; the owner of a taxicab business; and "the follower of various and sundry other more or less legitimate occupations which it now wearies him to recall."

The *Argosy* biographical sketch indicates that Adams had been equally active during the World War I years in addition to his ambulance driving activities, which apparently began "early in 1915," he also attempted to participate in the war with Mexico and joined both the National Guard and the Naval Militia until his dual enlistment was discovered. It was then that he returned to France as an ambulance driver for the second time in (1916).

The *Argosy* account, interestingly, makes no mention of any association with the Lafayette Escadrille, instead, it says that "when the United States entered the war (April 1917) he came home and enlisted in a naval aviation unit." The account says further that the officials "taught him to fly, made him an ensign, and then sent him away." The account confirms that he flew as a naval pilot, but implies he had not flown in France. The account states that Adams "flew Coast Patrol at various stations on the Atlantic Coast, and was the first pilot on the scene when the U. S. S. San Diego was sunk by a German mine." The account reports that three of Adams' stories had recently been made into movies (including *Gambler's Throw*, first published in *Argosy*, and concludes with a list of Adams' likes and dislikes.

He likes sailing, swimming, wars, traveling anywhere, flying, the tropics--any place that is far away. He dislikes saving the world for democracy, staying too long in one place, snow--and working.

The major discrepancy between the *Argosy* biography and the Andy Lane dust jacket blurb is the reference to his

participation in the Lafayette Escadrille, and if in fact his tenure with the Escadrille was as undistinguished as the Parsons version suggests, it is not surprising that he omitted any mention in the later account. But his interest in the sea and the air is clear, as is his affiliation with the U. S. Navy. Certainly Adams' naval experience is evident in the Andy Lane series, for in each book Andy Lane directs the actions of a crew of subordinates much like a naval captain directing a ship's crew. In addition, much of the action of the series involves over-water flights and the flying activities are often associated with the U. S. Navy.

The basic approach of each book in the series is established in the first volume, *Fifteen Days in the Air* (1928). The story begins as Andy Lane persuades his father, described as "one of the world's greatest inventors", and Mr. Ronald Avery; president of the Apex Aeroplane and Motor Corporation, to demonstrate to the U. S. Navy (and the world) the reliability of the unique combination of Mr. Lane's specially-designed carburetor combined with Mr. Avery's aircraft engine. Andy Lane proposes that they demonstrate the phenomenal performance of the carburetor-engine hookup by flying an endurance flight, staying aloft for as long as possible. The fuel requirements are to be met by air-to-air refueling provided from another aircraft, the "Superior", supplying fuel donated by Mr. Seymour, president of the Superior Oil Company.

Andy Lane decides to promote this awesome flying achievement in order to help the fortunes of his father, who, although he is a great inventor, is "yet such an impractical businessman that he always managed to lose the money he made". We also meet Andy Lane's mother, who essentially drops out of sight in the later volumes, as does Andy Lane's father. Andy is described in this first volume as being seventeen years of age, and as attending Newton College. He continues to attend Newton College throughout the other volumes of the series, but to the best of my knowledge never matriculates. However, because he achieves fame and fortune as a result of his aerial achievements, he probably does not suffer from the lack of a complete college education.

The fifteen-day endurance flight is launched from the Apex facility at Mineola, Long Island, and proceeds over most of the eastern United States, to Boston, Chicago, St. Louis, New Orleans, Miami, back to New York, and then to St. Johns, Newfoundland, before returning to Long Island. Andy Lane is accompanied on the flight by two crew members who remain with him throughout the other episodes as well. They are John Lawson, who serves as pilot/copilot, and Sam Allen, mechanic and radio operator. The crew is assisted by thirteen-year-old David "Sonny" Collins whose father owns a rival company, the Collins Aeronautical Corporation. Sonny Collins serves as the ground radio operator who transmits messages to the aircraft. In later episodes Sonny Collins joins the flying crew. Andy is always accompanied by his faithful dog, Scotty.

Andy and his crew face three major challenges: (a)

the physical fatigue of keeping the aircraft in the air for fifteen days, (b) meteorological phenomena (like tornados and fogs), and (c) the dastardly efforts of the series villain, Herbert Brewster to thwart their plans. Because he was a pilot, Adams knew the physical exertions required to fly an aircraft in good weather and bad, and his narratives usually convey these sensations quite well. Although the appearance of violent storms or bad flying weather often appears contrived, Adams fully appreciated the challenges and dangers they presented to safe flight, and his depictions are graphic and realistic. The actions of the series villain, Herbert Brewster, are also contrived and occasionally improbable, but they are always related to actual aeronautical events and successfully convey the sense present in most good juvenile series, of the existence of unexpected and unaccountable evil in the universe.

In this case, the motivation for Brewster's unalloyed desire to bring Andy Lane to ruin results from his having been fired from the Collins Aeronautical Corporation, where he had been Chief Engineer, for having made unauthorized and unsportsman-like attempts to sabotage Andy Lane's endurance flight. Andy Lane and his crew successfully set an aerial endurance record, spotting a downed seaplane off the coast of Newfoundland and avoiding Herbert Brewster's aerial attacks in the process. As a result of their success, the nation learns of their achievement, and the fortunes of Andy Lane, his crew members, and the Apex Company are assured. The combination of fame and wealth provides the basis for future aeronautical adventures.

There are many good technical discussions of aeronautical equipment and events, including engine test procedures, aerial refueling procedures, and the description of the aircraft itself (called the "Apex"). The U. S. Navy helps out by providing much-needed rocker arm replacements as the Apex flies over Pensacola, Florida, the primary naval aviation training base. Adams is especially clear about the characteristics of each aircraft in the subsequent Andy Lane episodes, for not only is he following the standard formula of "a new plane in a new book" (begun in the Tom Swift series and continued in the Ted Scott series), he also invents each a new aircraft with the special features and equipment necessary for the successful completion of each book's specialized mission. In the first episodes, the Apex is provided with three 500 hp standard aircraft engines. Later aircraft features more unusual engines and equipment.

In this first adventure, certain patterns of events, at least on board the aircraft, are established that will be repeated throughout the other volumes. The primary operating feature is that of aerial refueling, which is utilized as the basis for generally unrestricted flying activities in all but three of the volumes. Another feature established in the story is that of in-flight engine maintenance, performed by Sam Allen, who dons a coverall and walks out on specially-constructed catwalks to perform periodic maintenance on the engines, even including changing spark plugs and refilling engine oil. These

steps are performed while the engine is shut down, and explains why all aircraft in the series are multi-engine aircraft (with one or two exceptions).

The third and final persistent feature of the book is that of the naval system of operation, in which Andy Lane, as the unofficial captain of the ship, makes the decisions affecting the flight which the other crew members carry out. This uniquely naval method of operating aircraft was standard procedure and is evident in the 1919 flight of the NC-4 across the Atlantic, in which the ship's commander, A. C. Read, directed the operations of the ship's pilot, Walter Hinton. The Germans also followed this practice in WW I and WW II in those aircraft having more than one crew member. Although Andy Lane makes his decisions in an enlightened manner, bringing every member of the crew in on the discussion, the method of operation is traditional Navy.

In the second volume, *Over the Polar Ice* (1928), Andy Lane and his crew fly non-stop from Mineola to the South Pole and back, receiving aerial refuelings at Key West, the Panama Canal, Valparaiso, and the Bay of Whales. Although the events of the story are described as taking place six months after the endurance flight, Andy is maturing fast, for he is now described as eighteen going on nineteen, and Sonny is now fourteen. Andy and his friends achieve their success in the Apex No. 2, a new, specially-designed aircraft built on the lines of the original Apex, but larger. The episode was probably stimulated by the flights of Richard Byrd and Lincoln Ellsworth.

The Apex No. 2 is a three-engine aircraft but features a much larger cabin, which "looked more like the cabin of a beautiful little steam yacht than a flying boat". The aircraft is a seaplane, fitted with special ski-like devices that enables them to land on ice and snow should the need arise. Andy receives training on the operation of seaplanes, courtesy of the U. S. Navy, at Far Rockaway Beach, Long Island. South Pole support is provided by the ship *Reliance*, based at the Bay of Whales, on which Sonny Collins serves as radio operator. Herbert Brewster attempts to thwart their efforts by attempting to sabotage the construction of the new aircraft; when those efforts fail he launches his own aircraft in an attempt to be the first to reach the pole. However, he is forced to crash-land and is rescued by Andy and his crew, who are enroute to the pole. They soap over the windows of the compartment in which Brewster and his crew are imprisoned, thus depriving them of the sight of the South Pole.

In the third volume, *Racing Around the World* (1928), Andy Lane and his crew win \$75,000 in a race around the world in the Apex No. 2, even though it is a slower aircraft than some, averaging only 100-135 knots. Its in-flight refueling capability gives it the necessary timing and route advantages. The route of flight takes the Apex No. 2 from Mineola to Kansas City, San Francisco, Honolulu, Yokohama, Saigon (where it encounters a typhoon), Colombo, the Suez Canal, Gibraltar, and Newfoundland. Herbert Brewster once again tries to spoil the flight, burning

down the Collins summer home on an island off the coast of Maine and destroying two engines. Brewster also competes in a French aircraft but crashes short of the finish line. The Collins Aeronautical Company provides the Apex's closest competition, but at the end of the book we learn that the Collins and Apex companies have merged. In addition, Sonny Collins joins the Apex's flight crew as radio operator.

The Runaway Airship (1929), the fourth book in the series combines the flying activities of aircraft and airships. The airship Britain, having just crossed to America from England, is blown away from its mooring stand at Lakehurst, New Jersey, by a sudden thunderstorm, carrying \$5 million in gold bullion and Brewster and two accomplices, who have stowed away to steal the bullion. Andy and his crew set out in a newly-developed trans-Atlantic airliner, the Apex No. 3, a large and luxurious amphibian. They survive a gale-force hurricane off the coast of Newfoundland, and cross the Atlantic with the help of aerial refuelings over Long Island and the north coast of Scotland.

While he is working the radios, Sonny hears a strange transmission and directs the ship to home in on the source, which turns out to be the missing airship, drifting out of control. Andy, Sam Allen, Sonny Collins (and the dog) drop from the Apex onto the surface of the airship, climb inside, and learn to operate the engines and control the airship. Briefly taken captive, they force Brewster and his assistants to parachute into the ocean where an accomplice on board a yacht awaits them (expecting them to bring the gold bullion with them). Andy and his crew then fly the airship from a position near the Arctic Circle, down the coast of Norway to Holland, then across the English Channel to Croydon Aerodrome near London.

This book is one of the most successful in the series, partly because it has a reasonable suspenseful plot, and also because it features an excellent description of the appearance and operation of an airship; the book may have been inspired by work on the British airship R-100, which began in 1926; the R-100 flew from England to Canada and back in the summer of 1930. In this book also, the character of Sam Allen takes on a specifically comic nature, as he is described as a chubby individual who loves to eat, a characterization that remains with him throughout the series.

In the next book, **Pirates of the Air** (1929), the Apex company builds Apex No. 4, a 50-passenger plane to be used in a new airline the company is planning--Apex Air Lines. The new large aircraft is powered by eight engines and contains spacious crew and passenger compartments including bathing and cooking facilities. There is also a complement of eight crew members--three pilots, two maintenance men, a radio operator, and two stewards--all in uniform. Andy Lane is very much the naval captain of the ship, as he eats at the passenger tables on the aircraft like the captain of a sea-going vessel. The aircraft is described more like a ship than an aircraft, and anticipates the luxurious Pan Am Clippers of the late 1930's. The route of the

airline is from Mineola to London via a floating platform on which smaller aircraft can land and refuel and which serves as a base for the air refuelling aircraft for the Apex fleet.

Brewster and his accomplices take control of the floating platform in an attempt to force the Apex to land so that they can rob the passengers and steal the aircraft. Andy and Sam parachute onto the platform at night, are temporarily captured, but escape in time for an air battle with Brewster. After disabling the controls of Brewster's aircraft, Andy and Sam transfer from the platform aircraft back to the Apex via a rope ladder (at night) for the completion of the flight to London.

The third of the 1929 volumes, **On the Wings of Flame**, provides a new twist to the standard formula, as Andy and his crew fly a rocket plane, designed as a possible passenger-carrying vehicle, on a trial flight from Mineola to Paris; but they are diverted to the wilds of the Amazon jungle in Brazil as a result of the malicious tampering of the ever-envious Herbert Brewster. With typical ingenuity, Lane and his crew members avoid capture by the Amazonian natives and repair the rocket mechanism so that they can complete their flight to Paris. This book is one of the less successful Andy Lane books, primarily because the nature of the craft and its limited flight maneuverability place severe restrictions on plot developments.

Adams had apparently studied the nature of rocket travel, for the crew records realistic flight conditions, including a speed of 500 mph and a temperature of -153 degrees at an altitude of 64,000 feet. Although the appearance and the performance of the rocket plane are impressive, even Andy Lane doubts that it will "attract the public as a paying passenger ship". During the course of the story we learn for the first time that Joe Lawson, Andy's first pilot and story-line stalwart, was a pilot in the Army Air Service; Sam Allen is described as "the cleverest mechanic who ever swung a wrench".

The Mysterious Monoplane (1930) is Herbert Brewster's latest device for thwarting the Apex airline; his mysterious monoplane dispenses a yellow knock-out gas which is designed to render air crew and passengers unconscious. After one Apex flying boat is found floating in the Atlantic in good condition but without crew or passengers, Andy Lane and his crew attempt to fly across the ocean in Apex No. 4, but they are gassed by the mysterious monoplane. With ingenuity and the assistance of the U. S. Navy, they are able to sail the Apex back to Norfolk, Virginia. Then Lane hooks on a Lewis-gun-armed pursuit plane to the English airship Britain, and successfully defeats Brewster in aerial combat with Sam Allen operating the guns while Andy Lane flies the aircraft. The U. S. Navy plays a major role in the action of the story, as a seaplane from the U.S.S. *Saratoga* assists them, and the U.S.S. *Wainwright* assists in intercepting captured ships. Adams also provides an extended account of the procedures for hoisting a seaplane aboard an aircraft carrier. In addition, we now learn for the first time that Sam Allen was also in the U. S. Air Service during the war, as a Sergeant Mechanic.

The Flying Windmill (1930) is one of the better books in the series. The "Flying Windmill" is an autogyro, an unusual flying machine that features a large, horizontal propeller and a shorter than usual wing. This flying machine provided additional upward lift, much like a helicopter (which had not yet been successfully developed), so that it was capable of flying out of much shorter fields than could normal aircraft. The autogyro was immediately popular when it first appeared, and newspapers and magazines popularized it widely. In this episode, Andy and his crew take the newly built autogyro to Hook Island, in the Bahamas, to search for buried treasure marked on a friend's map. The original map has been stolen by the ubiquitous Brewster, and they hope that the autogyro will give them the maneuverability they need to beat Brewster to the island.

To Be Continued

EARLY AND MISCELLANEOUS STRATEMEYER WRITINGS

By Deidre Johnson

It is generally believed that Edward Stratemeyer's first published story was "Victor Horton's Idea" in 1889, and that his first (and only) attempt at publishing a story paper came with the run of *Bright Days*, during 1896-97. Tucked in the Edward Stratemeyer-Harriet Stratemeyer Adams Collection at the University of Oregon, however, is evidence of Stratemeyer's work long before "Victor Horton" and *Bright Days*(1). The collection holds Volume 1, Number 1, of a story paper titled *Our American Boys*, published by one Edward Stratemeyer of 24 Palmer Street, Elizabeth, New Jersey; the date on the paper is January 1883. The eight-page paper contains the first chapter of a serial, "Found in the Snow", by Robert Rollic (pp 1-3) and two short stories--"Harry's Trials" by Ed Ward (pp 5-6) and "Saved by a Horse" by Will Smith (pp 6-7). The remainder of its pages are taken up with jokes, puzzles, a letters column, a brief editorial, and ads for the next issue and for printing jobs (through the office of the paper). The editorial describes plans for the subsequent issues, which were to contain two serials, as well as stories, poems, puzzles, an editorial, and information on indoor and outdoor amusements. One notice advertises the next issue's serial as "We Boys", by Ed Ward, "a story of two schoolboys who leave home to attend a boarding academy." The tone of the paper indicates a first attempt to break into the field of story paper publishing, but despite the ads for later issues, none have been located.

The story "Harry's Trials" appears to be Stratemeyer's earliest known publication. Stratemeyer has already been tied to the pseudonym Ed Ward through the short story, "On Sam's Point," originally published in the 24 November 1894 issue of *Good News*

as by Edward Stratemeyer and reprinted in **Young Sports of America** #4 as by Ed Ward. Additionally, the writing style and plot indicate that this is probably Stratemeyer's work. The story in **Our American Boys** also suggests the possibility of another Stratemeyer pseudonym--Archie Merton--for J. P. Guinon's bibliographic listing of **Young Sports of America** #29 shows that a short story, "Harry's Trial" (as by Archie Merton) appeared in that issue. It is known that many of Stratemeyer's stories appeared in **Young Sports of American/Young People of America**, as did several of his previously published short stories; it seems possible that this is a reprint of the earlier story. (have been unable to acquire a copy of this issue for comparison, so at present the theory remains only conjecture.)

A second piece of information about Stratemeyer's early writing springs from Peter C. Walther's research (described fully in Walther's "Edward Stratemeyer and the 'Old Cap Collier Library' in the November/December issue of *Newsboy*). Walter discovered that Stratemeyer purchased the copyrights of eleven **Old Cap Collier** dime novels, all of which had originally been issued under the pseudonym Ed Strayer. Five of these chronicled the activities of a detective named Dash Dare; the others all used different detectives, usually with an unusual characteristic (e.g., "Vasco, the Magician Detective", or, "Placer Dan, the Yukon Detective"). One mystery about these dime novels remained--what had Stratemeyer done with them after he bought the copyrights? Given Stratemeyer's propensity for recycling material, it seemed unlikely that he had discarded them. The answer lay in one of the Syndicate's more unusual publishing ventures--the Garden City paperbacks,

In 1926 and 1927, Garden City published four Syndicate series in paperback editions, adding a volume a month to each series. One of these, the **Movie Boys**, reprinted the **Motion Picture Chums** and **Moving Picture Boys** stories; a second, **Frank Allen**, began with reprints of **Boys of Central High** stories, then moved to new material; the third, **Dave Fearless**, used the first three previously published **Dave Fearless** titles from that series, then progressed to original stories. The fourth series, the **Nat Ridley Detective Stories** (as by Nat Ridley), had no previous reprint history, although some of the later volumes were known to be new material. (Leslie McFarlane's autobiography, **Ghost of the Hardy Boys**, mentions that he was offered the chance of writing stories for the **Nat Ridley** or **Dave Fearless** series and opted for the latter). The absence of reprints for early **Nat Ridley**s always seemed strange: why had Stratemeyer suddenly decided to try a detective series about a young man (rather than an adolescent)--using all new material, no less--and why in paperback (which presumably brought lower royalties)? The publishers' ads for the first few titles of the series gave a clue, for the description of the first **Nat Ridley** book matched the plot of one of the **Dash Dares**. A closer look at the **Nat Ridley** and **Old Cap Colliers** showed **Nat Ridley** was actually the **Old Cap Collier** detectives reincarnated and revived.

Comparisons of the opening chapters of both sets of stories indicate that the Nat Riddleys underwent considerable revision, partly to compensate for technological advances (cars replaced carriages, for example), partly to expand and (presumably) polish the story. The reprint schedule is as follows:

OLD CAP COLLIER LIBRARY

NAT RIDLEY SERIES

#448 Dash Dare the Detective	#1 Guilty or Not Guilty?
#458 Dash Dare on His Mettle	*
#473 Jack Sharpley, the Always Ready	**
#560 Dash Dare on Time	#3 In the Nick of Time
#604 Dash Dare's Man Hunt	#2 Tracked to the West
#627 Dash Dare on Stage	#7 Secret of the Stage
#661 Old Spangle, the Circus Detective	#8 Great Circus Mystery**
#704 Battery Boice, the Electric Detective	#10 Race Track Crooks
#724 Waldo the Wizard Detective	#9 Scream in the Dark
#737 Placer Dan, the Yukon Det.	#6 Stolen Nuggets of Gold
#757 Vasco the Magician Detective	#4 Crime on the Limited

*The only story that does not appear to have been reprinted is "Dash Dare on His Mettle", which was loosely modelled after the Lizzie Borden case. The obvious similarity to a rather dated event may be the reason it was not reused.

**Old Cap Collier Library #473 was not available; it may have served as the basis for Nat Ridley Series #5, A Daring Abduction, but further information about this title is still needed. Similarly Old Cap Collier Library #627 was not available; the similarity between titles suggests that it became Nat Ridley #8, but this has not been verified.

It is hoped that this information adds a few more pieces to some of the puzzles about Stratemeyer's publications.

Many thanks are due to Pat Pflieger, who brought the University of Oregon's collection to my attention.

THE END

RESEARCH REQUEST

Would any readers having copies of Bright Days or Young Sports of America/Young People of America please write me (at 2329 S. 9th St. #B401, Minneapolis, MN 55406). I am looking for photocopies of original issues of all Bright Days except #3, #9, and #31, and all issues (1-43) of Young Sports of America/Young People of America. Also, would any readers who have Old Cap Collier #473 or #661 please send a plot summary. (Or, write me and I can send a description of the unidentified Nat Riddleys. Note: character names are not sufficient for identification since all names seem to have been changed.) Deidre Johnson

REPORT ON RESEARCH

By Lydia Cushman Schurmann

Several interesting reports on research and ideas to help others do research have come since the last column.

Active research reports include those from M. Paul Holsinger, Professor of History at Illinois State University and Victor A. Berch, "Literary Detective" and former head of Special Collections at Brandeis University. Holsinger would appreciate some help in tracking down some elusive children's books while Berch brings us up to date on his many research projects.

Holsinger is working on a monograph about Children's and Juvenile Fiction written especially for young people during the World War II era--"books that stressed patriotism and commitment to the country at all costs." The problem is that such books are very hard to find because few people saved their cheap paper editions, except for such a series as Dave Dawson, and most libraries either did not collect them or disposed of them, also, Holsinger would appreciate any leads about where he might find such books. He is especially interested in hearing about girls' novels, such as those with heroines like Ann Bartlett, Nancy Naylor, Ginger Marsh, or Penny Lee. His searches for them in flea markets and used book stores have proven fruitless. Curiously enough, he finds it easier to locate Boy Allies, Rover Boys and Tom Swift than most World War II sets or individual novels. He says any help, direction guides, or what-have-you will be much appreciated. Please drop him a line at 22 Lateer Drive, Normal, Illinois 61761.

Victor Berch reports he is hard at work on at least three different projects, and his head is full of others. For the moment, however, the following are keeping him busy. First he is working on a biographical sketch of Francis A. Durivage for the Round-Up. He is also composing a bibliography of textile-related fiction in the dime novel and story paper literature, "Between Warp and Woof, Needle and Stitch." His third activity is an account he is writing of the break-up of an obscene publishing firm in New York City during the mid-nineteenth century, tentatively entitled "The Not So Shy Pornographer."

Dr. John Dizer has sent in several interesting suggestions which might help Round-up researchers and others. One of his ideas is that we prepare and publish a list of collectors who will lend books for research to other collectors. The only cost involved in such a plan is the postage. He says this plan worked well when he did it for several colleges. He would also like to see a "Question Box" where readers could send questions about old books whose titles or authors they have forgotten or any other kinds of questions which Round-Up readers might be able to answer. These are all good ideas, and I'll be happy to follow through with them in this column if there are any responses.

Talking about responses--please send in news of your research and questions two weeks from the date you receive this

Round-Up. A nice note from Michael Denning of Yalke University says he wishes this column had been started when he was doing research for his **Mechanic Accents**. Jack Dizer also reports that as a result of his request for information in this column on a Tom Slade movie, Stanley Pachon sent him a 1915 copy of "Scouting". It contained a letter from a New Hampshire scoutmaster describing how he and his troop showed the movie, "Adventure of a Boy Scout" by World Pictures. Jack says the detailed description of the film sounds like Tom Slade although he was not named. Jack concludes that this is proof the movie existed, the title and publisher existed, and that this was probably the beginning of Tom Slade so---thanks once again to Stanley Pachon--researchers now have a firm date, title and producer. Jack will be glad to send xeroxes to any interested researchers.

So---the message is--keep your research reports and inquiries coming. The address again is 3215 North 22nd Street, Arlington, Va. 22101-4303.

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A good and complete copy of William Wallace Cook's Textbook on authorship, which he entitled **Plotto**.

A good and complete copy of Mr. Cook's own novel: **Trapped in the Year 2000**.

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A DIME NOVEL COLLECTORS BOOK SHELF H. G. Wells, A Reference Guide, by William J. Scheick and J. Randolph Cox. G. K. Hall & Co. 70 Lincoln St., Boston, MA 02111-2685. 430 pages, index. A complete listing of the writings of H. G. Wells and 3019 entries of writings about H. G. Wells, as complete as one could hope for. For the collector of H. G. Wells this is a must-get book.

It is my sad duty to announce the death of three well known members of the HHB, Michael L. Cook, Compiler of a **Dime Novel Roundup** index. Max Goldberg, Alger researcher and collector. Morris Olsen, Alger collector. All dear friends who will be missed.

Send \$1.00 for a 25 page list of dime novels for sale. \$1.00 will be refunded with first purchase. Edward T. LeBlanc, 87 School St., Fall River, MA 02720.

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